

REQUEST FOR A REDUCED SPEED LIMIT

Gotherington Road, Gretton — Extending the 30mph Zone to Stanley Pontlarge

Submitted to: Gloucestershire County Council — Highways

Submitted by: Rebecca Pawsey, on behalf of the Gretton village community and surrounding areas

Date: 11 August 2026

1. Executive Summary

The stretch of Gotherington Road between Gretton village and the Stanley Pontlarge turning currently sits at the national speed limit (60mph), despite carrying constant pedestrian, cyclist, and horse rider use. There is a blind bend, a hill brow with severely restricted visibility, multiple farm and residential access points, and a growing number of homes now sitting just outside the existing 30mph zone. A community survey of 103 respondents found that 98% support a reduced speed limit, 89% have personally feared for their own life or for someone else's on this road. The qualitative testimony gathered is direct, repeated, and often harrowing in its description of an environment where near-misses are a matter of routine rather than the exception. We ask Gloucestershire Highways to extend the existing 30mph zone from Gretton village to just beyond the Stanley Pontlarge turning, treating this request as urgent given the scale of risk already documented and the fact that the Parish Council is already prepared to help fund the change.

2. The Problem

The road connecting Gretton village to Stanley Pontlarge is far more than a through-route for motor traffic. It is the gateway to miles of bridleways and footpaths, a well-used loop for dog walkers, and a road that families, horse riders and cyclists rely on daily. Yet the road itself works against them: a blind bend on the approach to Stanley Pontlarge from Gretton, and a hill brow from the opposite direction, mean that visibility for all road users — human and vehicular — is frequently reduced to almost nil at exactly the point where the road is most heavily shared.

Three in four survey respondents personally walk, cycle or ride on this stretch, doing so on average 13.66 days a month (that totals over 1,000 uses every month!). This is not occasional or seasonal use; it is a daily feature of community life, taking place on a road that offers no verge to step onto in an emergency.

3. Why This Stretch Is Dangerous

The blind bend and hill brow

The road bends sharply on the approach to Stanley Pontlarge from Gretton, and a brow of a hill on the opposite approach obscures visibility for drivers travelling in both directions. At national speed limit, a driver who encounters a horse, pedestrian, cyclist or vehicle emerging from a side access at this point has little to no time to react. Multiple respondents specifically identify this bend, rather than the road in general, as the point of greatest fear.

Farm gateways, driveways and property access

This is a working agricultural road as much as a residential one. There is a working farm directly opposite the Stanley Pontlarge turning, where visibility is worsened by a slight bend, making it overtly dangerous to turn in or out. Further along, a number of farm and paddock gates are used daily by tractors and other slow-moving vehicles pulling directly onto a road where oncoming traffic may be travelling at up to 60mph. Residential driveways are affected by the same problems.

A growing village boundary

Since the existing 30mph zone through Gretton was originally set, the village has grown. A new estate has been built at the lower end of the village, and six further houses now stand on Gotherington Road itself — literally metres outside the current 30mph zone. What were once paddocks are now homes. These homes, as well as The White Cottage, are now clearly part of the community and within the practical boundary of the village. New homes are great for the village, but the speed limit needs to be moved to reflect their inclusion.

Prescott Hill Climb traffic

The Prescott Hill Climb motorsport venue generates a recurring and well-understood risk on event weekends. Visitors arriving near their destination, driving powerful cars and in an excited frame of mind, are known to speed through the village and accelerate away around the blind bend on Gotherington Road just beyond the current 30mph sign. This is not a matter of speculation: event organisers themselves have historically put up signs asking patrons to slow down — signage that residents note has not reappeared since this campaign began, which is interesting...

Roadkill as an indicator of visibility

The road is a recognised roadkill hotspot, with wildlife, including pheasants and badgers, being frequently killed. Two cats were recently killed within days of one another. For an animal to be killed rather than avoided is a direct indicator that, as for the human near-misses reported elsewhere in this report, it was simply "too late" for a driver travelling at speed to react in time.

Community amenity: the pub and local Airbnbs

Stanley Pontlarge is home to a number of Airbnb properties, whose guests are regularly seen walking along Gotherington Road into Gretton to reach The Royal Oak public house, as well as village festivals and the village hall. Both residents and visitors should be able to make this short walk into the village without meaningful risk of harm — a basic amenity that also supports local business.

Highways already knows

An official triangular horse-and-rider warning sign is already in place along this stretch. Its presence is itself an acknowledgement by Highways that this road poses a recognised danger to horses and riders — but a warning sign alone has not been sufficient to prevent the pattern of near-misses and incidents documented in this report. In any case, with development etc, we are in an altogether different situation than when this sign was placed.

4. In Residents' Own Words

Respondents were asked to describe their experiences in their own words. Some representative examples are set out below; a fuller set of qualitative responses is available.

*"A car got so close that it **rubbed the side of the horse's hoof**. Cars regularly drive fast without concern for other road users."*

*"Had a van going too fast to pass my horse and getting far too close — **they hit my leg and broke my stirrup**."*

*"I have been involved in a very **near miss** with a car negotiating a corner, seeing me on my horse, panicking and slamming the brakes on and skidding into the verge, scaring my horse."*

*"There is a blind bend on the approach to Stanley Pontlarge from Gretton, and a hill from the other direction, **where visibility is virtually nil**. My driveway is directly opposite the Stanley Pontlarge turn, so to enter and exit is very dangerous. Traffic has massively increased over the 20+ years I have lived here due to increased housing, the timber processing site at Oakleys, and Prescott Hill Climb. It is also now a bus route."*

"Every morning I either have to aggressively wave my arms to slow cars down or get verbally abused, in order to avoid my horse landing on their windscreen. I'm fed up."

"My wife and daughter ride on the road, and it won't be long before there is an accident or someone is killed. We have had so many near misses by the Stanley Pontlarge turn."

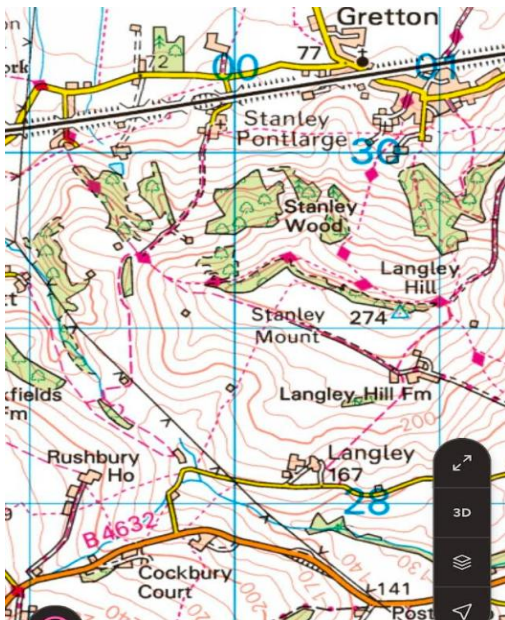
"A car hit my bicycle handlebar and did not stop."

"I would walk along there more often to link up with a footpath and complete a loop to and from Gretton, but I'm too scared to [walk] along that road."

"It's so dangerous at school pick up and drop off."

"A few years ago a young driver exited Gretton into Gotherington Road, went straight through a historic hedgerow and ended up in the field. Thankfully, no severe injuries."

Themes recur throughout the fuller body of testimony: repeated use of the word "near miss"; riders, cyclists and pedestrians sustaining actual glancing contact from vehicles, not merely close calls; the word "scared" used unprompted and more than once; and multiple, independent references to it being "too late" by the time a driver sees a horse, child or walker. Several respondents describe avoiding the road altogether — meaning residents are already being denied safe use of their own village and its surrounding footpaths and bridleways.



Extensive footpaths and bridleways opened up to residents by Gotherington Road

5. The Data

A community survey of 103 residents produced the following findings:

Survey Finding	Result
Households/individuals surveyed	103
Respondents who walk, cycle or ride on Gotherington Road	77 (75%)
Respondents who take children onto the road	40 (39%)
Average use of the road (walking/cycling/riding) per person	13.66 days per month

Survey Finding	Result
Respondents who have feared for their own life or someone else's on this road	92 (89%)
Respondents who want the speed limit reduced (any reduction)	101 (98%)
— of whom, want a reduction to 40mph	21
— of whom, want a reduction to 30mph	80

The strength of consensus is notable: 98% of respondents want to see some reduction in the speed limit, and of those, four in five want the limit brought down specifically to 30mph rather than an intermediate reduction to 40mph.

Please access raw data at

www.surveyplanet.com

Log in: rmpawsey@gmail.com

Password: GotheringtonRoad

6. Proposed Solution

We ask Gloucestershire Highways to:

- Extend the existing 30mph zone from Gretton village to just beyond the Stanley Pontlarge turning, bringing the blind bend, hill brow, farm and residential access points, and the six recently-built houses on Gotherington Road inside the reduced limit.
- Install associated signage (repeater signs and a gateway/entry treatment) at the new boundary of the zone to ensure compliance and driver awareness.
- Consider a follow-up speed and volume survey after implementation to confirm effectiveness, with additional traffic-calming measures (for example, further gateway treatments at the blind bend) held in reserve if compliance proves low.

A straightforward extension of the existing, already-understood 30mph zone is proposed as the first step: it is quick to implement, directly addresses the specific pinch points identified above, and can be delivered without significant capital works.

7. Funding and Local Support

This request already carries committed local backing. Gretton Parish Council is fully supportive of this initiative, has itself been campaigning to extend the 30mph zone along this stretch, and is prepared and planning to help fund the change. Rebecca Pawsey, on behalf of the community, is also willing to fundraise to support the necessary infrastructure. We would ask the Council to consider the following routes in addition to this local contribution:

- Gloucestershire's Local Highways Improvement Plan (parish-nominated schemes), via Gretton Parish Council nomination.
- County Council highways safety budget, given the road safety and casualty-prevention case set out above.
- Direct Parish Council co-funding of signage and gateway treatment costs, to expedite delivery.

Given the strength of local financial commitment already in place, and that the impact on journey times for through-traffic will be negligible, we would welcome early guidance from Highways on which of these routes can be progressed fastest.

8. Conclusion and Request

This stretch of road is heavily used by horse riders, walkers, cyclists and residents, several of whom are already avoiding it altogether for fear of being hurt, and some of whom have already been hurt. It combines a blind bend, a visibility-reducing hill brow, multiple farm and residential access points, growing housing right at its edge, and a recurring surge of high-speed motorsport traffic — all at a speed limit that has not been reviewed to reflect any of this. With 98% of surveyed residents calling for a reduced limit, a Parish Council already committed to helping fund the change, and an existing Highways sign that itself acknowledges the danger to horses and riders, the case for action is already made. We respectfully but urgently request that Gloucestershire Highways assess Gotherington Road for an extension of the 30mph zone to just beyond the Stanley Pontlarge turning, and would welcome a site visit or meeting to discuss next steps. Every day this goes unchanged is a day residents continue to risk being hurt.

Submitted on behalf of the Gretton village community and surrounding areas by:

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